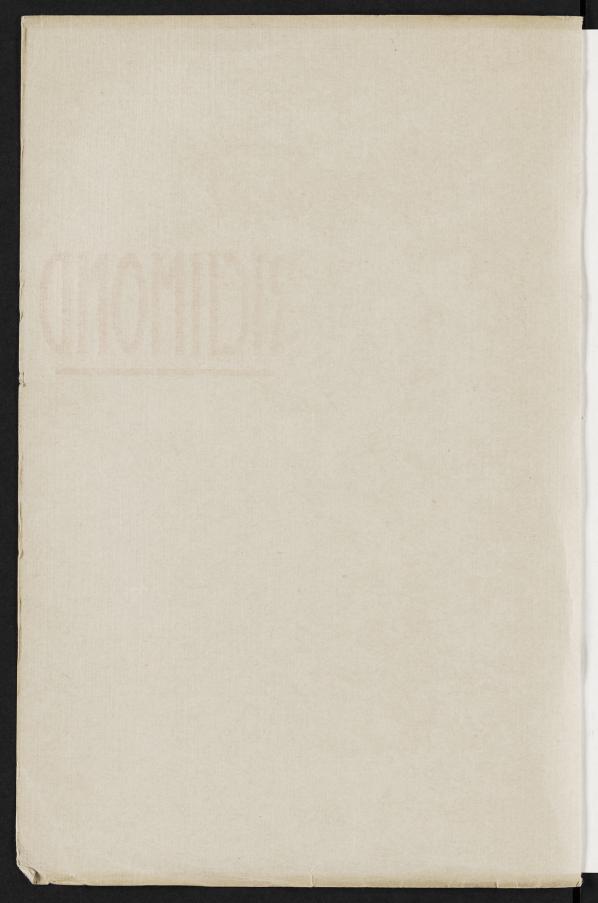
Lontra Costa Co

# RICHMOND

"The Pittsburg of the West\_"



# Richmond



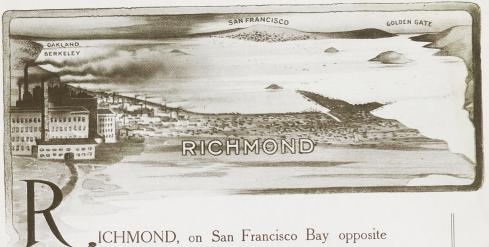
THE PITTSBURG OF THE WEST



JULY, 1907



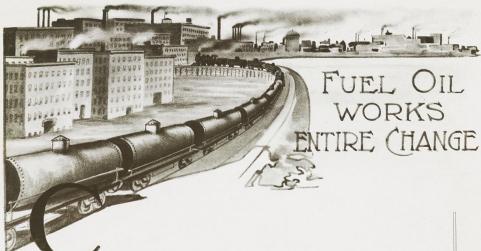
A LONDON BRIG LOADING AT RICHMOND



the Golden Gate and in the County of Contra Costa, is, age considered, the greatest city in the State of California. In six years Richmond has grown from nothing to a modern city of ten thousand inhabitants. Like a young giant, she is reaching forth with her fleet of ocean-going vessels to all parts of the Pacific Coast and the Orient. In this book we hope to show you why Richmond is the "Pittsburg of the

West," and why it is to become the great manufacturing and shipping center of the Pacific Coast.





ALIFORNIA, in a few years, has accomplished that which not long ago was considered impracticable. It has become a great manufacturing State. The chief obstacle to manufacturing along the shore of the Pacific Ocean was the lack of fuel and its consequent high price. Good manufacturing coal could not be secured, except by importation, involving transportation charges equaling the value of the cargo.

The discovery of oil in inexhaustible subterranean lakes throughout the interior and along the coast was the event that transformed the whole situation. Science had just about worked out the theory of using oil as a substitute for other forms of fuel, and the California oil was the very best on the continent for fuel purposes. It did not take the railroads long to realize the importance of this discovery. They adopted it as a fuel, installing oil burners and supplanting coal at every point of contact. The big steamship companies have done likewise. Instead of starting across the seas with a large percentage of

their carrying capacity burdened with coal, they now go out with a compact oil tank.





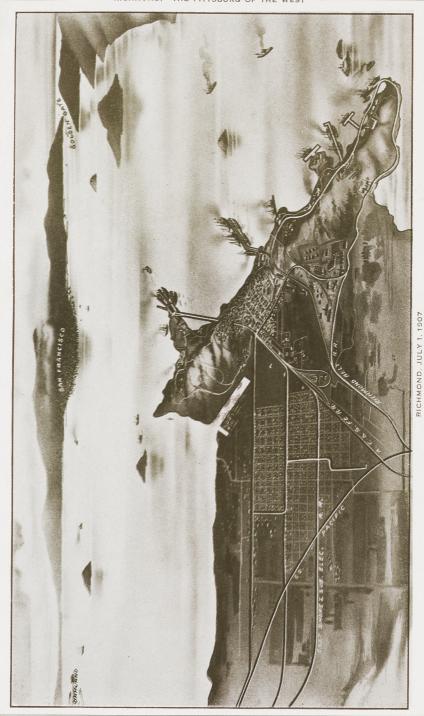
#### FURNACES IN THE PLANT OF THE STANDARD OIL COMPANY

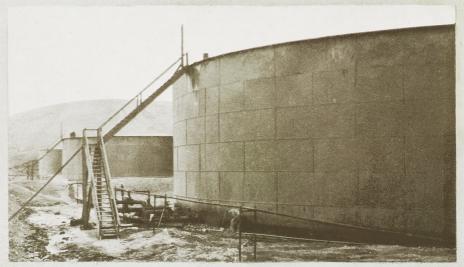
# COSTS ONE-THIRD

It is useless in this book to dwell on the relative economy of oil and coal fuel. The railroads, than whom no one has better facilities for getting coal at a minimum cost, have found that oil fuel costs them about one-third what they formerly paid for coal. When the expense of storage and firing are considered, oil delivered is cheaper than coal at the very mouth of the mines.

# STEEL TO BE MADE WITH OIL FUEL

It has been urged that steel can not be made with oil fuel, and that, therefore, the transformation is not yet complete to turn California into a manufacturing State. But this is also





OIL TANKS OF THE STANDARD OIL COMPANY

an error. We have plenty of iron ore, and very soon it will enter into our manufacturing commerce. It has been demonstrated on a working, practical scale, that both iron and steel can be produced economically by the use of crude oil, without coke or charcoal. This method is now producing steel in merchantable quantities. Scientists have demonstrated by practical tests that coke can be made from Tacoma coal and Kern River oil. One ton of Tacoma coal and two barrels of oil will make 1,600 pounds of metallurgical coke and leave as a residue eight to twelve thousand feet of gas. This will cost in Richmond \$4.27 per ton against \$3.17 in the East, say, Pittsburg. However, after paying labor 25 per cent more here, steel can be made about \$1.00 per ton cheaper than in the East, because of the less cost of iron ore. A large steel

plant is one of the industries that is soon to be organized, and will be located in Richmond in due course of time.

#### RICHMOND IS THE OIL CENTER

The transformation in the fuel situation on the coast dated from the first year of the new century, and it was the same year that the star of Richmond arose to the dignity of a dot on the map. Richmond sprang at once into prominence as the oil center of the coast. The big Standard Oil refinery was located here and a double pipe line laid to the exhaustless oil fields in the interior. The Standard Oil Company's entire interests on the Pacific Coast are centered here. Being the terminus on tidewater of the overflowing streams of oil, Richmond became the basing point from which prices are regulated. In proportion as the distance increases or diminishes from Richmond, the price of fuel oil must fluctuate.

The Standard Oil Company would not have located in Richmond were the commercial and natural advantages less than those of other points up and down the Coast.

The immense outlay that this decision of the Standard Oil officials occasioned is easily discernible when one considers that Richmond is over two hundred and sixty miles from the center of the oil fields. Santa Barbara, which is less than eighty miles distant, San Pedro less than one hundred and twenty miles distant, and even San Diego, which is only two hundred and

twenty miles distant would have been less expensive if selected as a terminus for this pipe line.





SECTION OF STANDARD OIL COMPANY'S PLANT

Why, then, did the Standard Oil Company lay more than two hundred and sixty miles of double pipe line, the terminus of which is in Richmond? The answer is quite evident—Richmond has fifteen miles of natural deep water front of a depth of from forty to sixty feet and within a stone's throw of the shore line, and capable of giving, at a minimum of expenditure, shipping facilities equal to any of the great ports of the world.

There is still another business reason for the locating of the Standard Oil Company's Pacific Coast interests in Richmond. The Atchison, Topeka and Santa Fe has its freight and passenger terminus located here, and we are also on the main line of the Southern Pacific Railroad.

The foregoing are without doubt the inducements the Standard Oil officials considered the most important,

but there were others, among which were the promise of many manufacturing enterprises locating here just as soon as cheap fuel oil was assured, and the further fact that Richmond's immense level plain and equable climate would also add in no small degree to its rapid growth.

That Richmond is destined to be the manufacturing center of the Pacific Coast should be evident to any manufacturer who understands what the opening of the Panama Canal will bring to the Pacific Ocean and the drawing power of such a body of water as the Bay of San Francisco, with its land-locked harbor. As the needle is drawn to the embrace of the magnet so will the commerce of the Pacific be drawn to the harbors of San Francisco Bay.

Standard Oil officials have had too much experience to waste ten millions of dollars on a plant and buildings were there even a possibility of the same proving a losing investment. After a thorough investigation of the whole coast from San Diego north, these experienced captains of industry decided on Richmond as the best location for this vast enterprise. There was nothing to influence this choice of locations except Richmond's superior commercial advantages. Is not this a sufficient guarantee to others that she has more and better facilities than any other point on the coast?

Richmond is the only city on San Francisco Bay which is not a suburb of San Francisco. The people who live in Richmond are employed in Richmond, and this condition

> makes her an independent community just as much as if she were a hundred miles from this great metropolis.





LOADING OIL IN TRAIN LOADS FOR TRANS-CONTINENTAL SHIPMENT

Richmond's climate cannot be excelled by any other city on the bay or in the State of California. Within the city limits there are building sites with marine views and beautiful surroundings that are not surpassed by any bay city. She is as near San Francisco in miles and point of time as any of the residential suburban towns, and is therefore a very desirable place of residence. She is an ideal city for manufacturing enterprises on account of her unequalled advantages, and as a city for residences her situation and surroundings are superb. Richmond is not ambitious to be considered the bedroom of the city of San Francisco, but is bent on, and is destined to be the workshop not alone of the bay but also of the Pacific slope. Everything that is necessary to stimulate the rapid growth of a city is here.



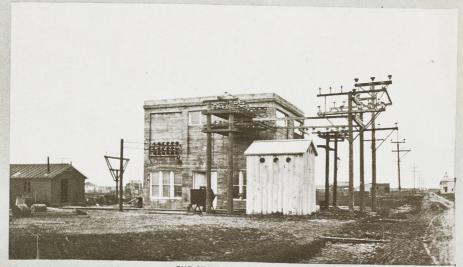
ANY advantages are required of a site that bids for the establishment of manufacturing industries. Richmond possesses these necessary advantages; therefore, the law which forces commerce to follow the lines of least resistance will locate the manufacturing industries in and around the city of Richmond. And this is why this city has come to be known and regarded as the "Pittsburg of the West." Everything conspires to make its destiny as such, sure and certain. Let us enumerate the indices which point unalterably to that destiny.

# CHEAP FUEL AT STABLE PRICES

First of all, Richmond has fuel at basic prices. If it is a large plant that is to be figured on, one requiring a power plant of its own, necessitating the use of steam or heat, here is the fountain from which flows the endless stream of fuel oil, uninterrupted by strikes at the coal mines, or scarcity of railroad cars, and always free in a large measure from violent fluctuations in price. This is certainly a desideratum to be welcomed by a manufacturer, enabling him to calculate with some degree of certainty as to the cost of his product in a given period of future years.

#### AS YOU LIKE IT

Should electric power be required it can be had here in any quantity desired. The Richmond Light and Power



SUB-STATION NO

Company has a contract with the Bay Counties Company (the latter company being the wholesaler and the former the retailer) by which it can draw all the current required and retail it at a price that is a great incentive to diversified industry. Thus the small manufacturer needs no expensive power plant. Already there are in use in the Richmond manufacturing district over 4,000 horsepower of electric current. The fact that electricity can compete with oil fuel is a sufficient guarantee of its cheapness. It is a great convenience and economy to have both.

# PLENTY OF RAW MATERIAL

There is an abundance of raw materials and power in California and contiguous States. Lumber, iron, ore, wool and cotton are all within easy reach, with water transportation to assemble the same. The only lacking essential was the fuel, which up to a few short years ago could not be imagined to exist outside of coal. The population of the State and of the States bordering on the Pacific Coast was increasing at a rapid rate, creating an active home demand for every article requisite to modern civilization; the export trade was growing by leaps and bounds, but still everything had to be shipped across the continent by rail, or around the Horn by water. This was a heavy tax on the resources of the marvelously rich agricultural and horticultural communities and was a serious detriment to the active development of the unbounded resources of the commonwealth.

#### TERMINAL POINT, PORT OF ENTRY

The raw materials for manufacturing are within easy reach of Richmond and her shipping facilities by both rail and water are the very best. The railroads have all made Richmond a terminal point, giving her the same through rates enjoyed by San Francisco and other coast cities, and the United States Government has made Richmond a port of entry. The shipping facilities of Richmond have been fully treated under that heading elsewhere.

Here are to be built immense fire-proof warehouses for the storing of grain and goods whence they may be trans-shipped by ships on the Pacific, and by transcontinental roads to supply the eighty-five millions of people east of us.

Here are the three transcontinental railroads — the Southern Pacific, the Santa Fe and the Western Pacific—adjacent to the waterfront, and in contact with the termini of



these roads is a belt line, making the hauling of freight economical and prompt.

#### SEAPORT ADVANTAGES

Richmond has fifteen miles of natural deep waterfront that has maintained its depth without dredging ever since the government's geodetic surveys began. The water is 40 to 60 feet deep, a stone's throw from shore. This waterfront stretches in one bold continuous line immediately in front of the Golden Gate, and on the continental side of the Bay, opposite to natural passes through the coast range of mounains, through which trains must pass to reach the great rich valleys of the State, the boundless mineral wealth of the Sierras beyond, and the long trails across the continent over which rolls the commerce of the nation.

This waterfront is also on the route of all traffic up and down the great Sacramento and San Joaquin Rivers.

Immediately in front of our wharves and docks rise the precipitous hills of Angel Island, forming a natural protection from the storms of wind and fog that sweep in from the broad ocean. Short protected wharves afford the minimum of expense in construction and maintenance and the maximum of safety to all shipping.

#### RICHMOND SHIP CANAL

There is a maxim that trade development follows the line of least resistance. Richmond is providing the line and the trade development is fast following. Quietly and without much ado there has been developed at Richmond an opportunity for the meeting of commerce by ship and by rail which promises marvelous things for the future. In particular this refers to the ship canal being constructed here.

The building of this great ship canal and the storehouses and the belt railroad and the modern facilities for handling the world's commerce is mightily interesting to capitalists who desire to make money in this new Liverpool—the Pittsburg of the West.

Here has been planned and partly executed a ship canal one and a quarter miles in length, 200 feet in width and 30 feet in depth, whence may come the deep sea vessels to load and unload alongside of the warehouse or factory.

This ship canal, reaching in behind the hills to the very heart of the City, will supply one of the most perfectly protected and most easily accessible harbors in the world. Add this three miles of perfectly protected dockage to the fif-



teen miles of natural harbor, and you have more available deep water harbor than the great City of San Francisco. This canal gives to Richmond commercial advantages which cannot be duplicated on the Pacific Coast. Surrounding this canal are from five to seven hundred acres of perfectly level, firm land, which is to be gridironed by a belt railroad connecting with both the Santa Fe and the Southern Pacific systems, giving facilities for warehouse and factory purposes not to be equalled on the Pacific Coast, and not to be excelled in the whole world.

### A PORT OF THE WORLD

To equal the shipping facilities and berth room capacity of great ports like San Francisco, Liverpool, Antwerp and others, a minimum expenditure will be required, as proven by work already done; Richmond having at present capacity for thirty sea-going vessels.

The great oil vessels carry cargoes from Richmond to China, Japan, England and all parts of the world, as well as points along the Pacific Coast, San Francisco Bay and the Sacramento and San Joaquin Rivers. And it is a matter of but a few years when the food products of the great central valleys of the State will transfer from rail to ship at Richmond.

#### LABOR ADVANTAGES

Richmond is not a suburb of San Francisco, and in this it is unique among bay cities. Its mechanics and laborers are not transient, which is a very important factor with all classes of industries. The extensive factories and reasonable prices of home sites, gives the working population the opportunity of steady employment and the ability to build their own homes. Ninety per cent of the present inhabitants own their own homes, thus assuring a thrifty, steady, contented body of workers.

#### FINE MANUFACTURING SITES

Sites for new factories can be had on very reasonable terms, possessing the double advantage of rail and water shipping. Most new industries need their entire capital for necessary buildings and machinery and a site which is ready for their use without expense and on easy terms or a long lease is a great inducement. Richmond has these to offer.

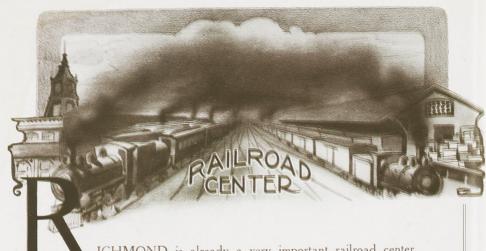
Remember that all building material is at present as cheap and easily ordered and delivered for construction in Richmond as it is in San Francisco. Further, that in the very near future it will be cheaper and more readily obtained



by the builder in Richmond than would be the case were the building operations to be in San Francisco. All kinds of building material will shortly be stored in warehouses and yards on Richmond's waterfront.

#### FACTORIES INTERDEPENDENT

Manufacturing industries are to some extent interdependent and find it convenient and economical to be in touch with each other to insure an ample population for their needs. Desirable locations for the homes of mechanics and laborers can be had at a very modest price, which insures a large population which can be drawn on for diversified labor. Workers are always available, and as their homes and families are in Richmond, labor is contented and therefore steady.



ICHMOND is already a very important railroad center, being the terminus of two great transcontinental systems, and in close proximity to a third.

On the main line of the Southern Pacific she has full access to the ramifications of the Harriman system, including the Union Pacific. Hundreds of freight and passenger trains daily pass through Richmond on this road.

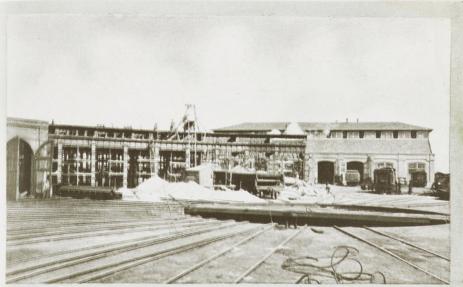
The Atchison, Topeka & Santa Fe has its freight and passenger terminus, together with a ferry system to San Francisco, and has very extensive yards and repair shops.

The Western Pacific terminus is being located only a few miles distant, between Oakland and Richmond.

The Richmond Belt Railway connects the Southern Pacific and Santa Fe with the greater portion of Richmond's waterfront, giving switching facilities to various docks and industries.

# RAILROAD DEVELOPMENT

The Southern Pacific Company has title to one hundred acres of the Richmond waterfront, adjoining the Standard Oil Company's holdings on the north. They have a right of way through the Standard Oil Company's



SECTION OF ROUND HOUSE BUILDINGS IN SANTA FE R. R. YARDS

land to this property and there is little question that the company will very soon proceed to construct a freight terminal here, by which all export freight coming by the Ogden line will be transferred from car to ship and vice versa. This is an economy that must come sooner or later. Competition will compel it. The blue prints for the Southern Pacific improvements are already prepared and the engineering department have confirmed the fact that a very extensive mole for deep water shipping is to be constructed, with large freight yards and car shops.

The Atchison, Topeka & Santa Fe Company own over three hundred acres of land, some of which is leased to warehouses, lumber yards, and other industries, but all under their control whenever their demands require it. It is thought when the railroad to the Northern California lumber fields is completed the company will possibly erect large car shops here.

The Western Pacific's charter provides for a branch into Richmond and they have already run a survey here. It is surmised that they already have options on certain tracts of land in the neighborhood of the canal which they will take up and use as soon as the main line near Oakland is complete.

The Richmond Belt Railway belts the peninsula and gives switching and passenger facilities to the various enterprises on the outside waterfront. This company has just expended \$250,000.00 in wharves at the California Wineries Association's \$3,000,000.00 plant and at Point San Pablo, now accommodating fifteen deep water vessels at one time. This road will spend about \$250,000.00 in waterfront improvements during the present year.

#### ALL LINES LEAD TO RICHMOND

It is unnecessary to state that no railroad system of importance will come to California without coming to San Francisco and at the same time providing themselves a connection with Richmond. There is too much tonnage for transportation to be neglected. Railroads are after business and when a short line will give them access to a field so fruitful of freight, both in and out, as Richmond, it is quite sure that the link will be constructed. Several new transcontinental railroads are expected to reach the coast within the next decade and it is more than likely that some of them will be attracted to Richmond's deep water as a terminus.

Richmond's waterfront and commerce are a standing invitation to all railroads. There is no other point in



the whole State of California that affords the excellent shipping facilities found here. It is the ideal place for the joining of ship and rail.

Only one ferry system is now operated between San Francisco and Richmond, but two other systems are being planned—one to carry passengers and one to carry freight. It will be very economical for importers, say of heavy materials, to have them discharged alongside of the wharf and stored in the fire-proof warehouses here and transported to San Francisco as needed in small lots. The freight steamers will not be large and will make their deliveries along the waterfront, and thus save cartage, which is a large item of expense—especially for heavy materials.

Richmond is the first point on San Francisco Bay encountered in traversing the great water highway of the State of California from Sacramento and San Joaquin Valleys. When the overland trains of the two great continental roads, the Southern Pacific and the Santa Fe, swing in sight of San Francisco Bay, nearing the completion of a dreary trip across the continent, Richmond is the first town that greets the traveler. Richmond is the nearest town to the Golden Gate on the east shore, or mainland side of San Francisco Bay.

# FACILITIES AND GROWTH

Richmond has the finest waterfront on the greatest harbor to be found anywhere in the world. It has the most advantageous location for railroad terminals; it has an unlimited supply of crude oil for manufacturing purposes; the greatest electric power supply on the Coast. In fact, everything is here and now under full swing to make Richmond the largest manufacturing, shipping and railroad center on the Pacific Coast.

Contra Costa County stands second in the State of California in the value of manufactured products, being a very close second to San Francisco County, which holds first place. However it will be but a short time hence when the land along the east shore of the county will be occupied by the greatest number, as well as the largest, manufacturing plants on the Pacific Coast, if not in the United States. Within this territory are already located a score or more of manufacturing enterprises, representing an investment of over thirty-five millions of dollars, and having a payroll of about \$350,000.00 per month.

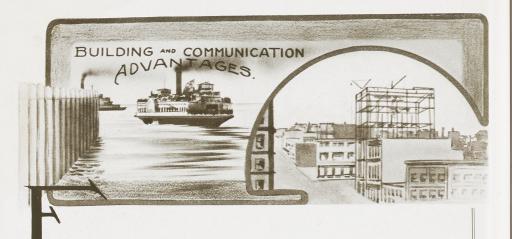
Six hundred millions is the combined capital of the various corporations doing business within this small portion of Contra Costa County. Who can deny that Richmond will, within the



WHERE THE SANTA FE R. R. CROSSES THE SOUTHERN PACIFIC

next five or ten years, become the greatest railroad center on the Pacific Coast, or perhaps of the United States?

Only six years ago few would assert that Richmond in 1907 would be the important railroad center that she is today. In view of this statement of fact you should carefully re-read the first four pages of this chapter and then picture to yourself the rapid development that will be occasioned by the centering of these vast railroad interests in the City of Richmond. Think what these rail and water shipping facilities will mean to the individual who desires to compete with Eastern manufacturers. Try to realize the many advantages Richmond offers to you and how few of these advantages your Eastern competitor can enjoy. The next chapter briefly outlines the building advantages.



ROM one to six feet under the surface is found a tough, unyielding clay that is absolutely inflexible. It makes a better foundation than rock. On this, foundations for the largest buildings and heaviest machinery may be erected right alongside the water's edge at Richmond without the necessity of driving piles. In constructing the canal of the Point Richmond Canal and Land Company, described in detail elsewhere, it was found necessary to blast this clay with dynamite before it could be removed. At few other points around San Francisco Bay does this condition exist. Usually to get close to the water's edge with works of any weight it has been necessary to drive piles to secure a firm foundation. This extravagant item of expense is entirely eliminated here.

Not only will your foundation construction cost you less here than at any other point on the Bay, but your building material can also be delivered on the ground at a lower figure than can be obtained were you building in San Francisco. Wages of mechanics are never higher than are paid in the metropolis, and as for unskilled labor the same can be had for less than the prevailing rate in force in San Francisco. These



are important considerations and should not be forgotten when summing up the advantages that Richmond affords.

#### ABSENCE OF TEREDO

The absence of the destructive teredo, a worm which eats into and destroys piles and causes endless expense in wharf maintenance, is a distinctive feature of Richmond waters. Everyone has heard of the many inventions and vain attempts to protect wood piles from this pest. Nature by freshening the bay waters with the Sacramento River has accomplished for Richmond that which science has been unable to do for other places.

# NEAR TO METROPOLIS

Richmond's close proximity to the great metropolis of the Pacific Coast, San Francisco, assures the builder of plenty of skilled labor. The city of Richmond is only six miles from the waterfront of San Francisco, with a direct ferry maintained by the Santa Fe Railroad, and an indirect line by the Key Route and the Southern Pacific, with a connecting trolley car to and from every boat, every twenty minutes. There is no doubt that this line will soon be made a direct one, giving us a train direct from the Key Route mole to Richmond. The Southern Pacific is now considering extending its local service to Richmond.

#### NEW FERRY

A further guarantee is furnished the builder by the new ferry boat now about to be constructed at the Richmond Ship Yards, on the canal, for the Richmond Transportation Company, and will ply between the head of the Richmond Canal and San Francisco. The time consumed in making this trip from Richmond to the ferry building will not exceed thirty-five minutes. Service will begin about the first of November and will consist of a boat every other hour from each side of the bay. This service will increase to an hourly service as soon as another ferry boat can be constructed. The operation of this ferry boat will turn the traffic of North



Berkeley, Bay View and Stege, as well as Richmond, from Oakland to Richmond ferry.

This proximity to the city of San Francisco makes

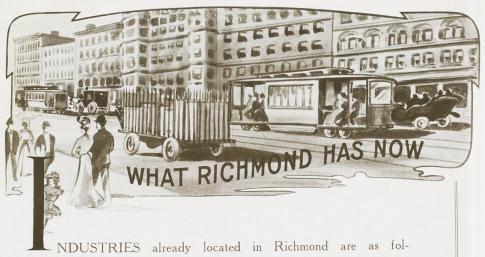


CAN FACTORY OF THE STANDARD OIL COMPANY

it very convenient for the manufacturer who wishes to maintain offices in the city and still be in close touch with his factory.

#### RAPID DEVELOPMENT

The development of San Francisco Bay in the next ten years will be the greatest of any decade since the history of man began on the Pacific Coast. With the Panama Caral finished within that time, with the awakening of the Orient, and the development of the great undeveloped regions of the Pacific, with the struggle for mastery of the Pacific Ocean, which is sure to come between this country and Japan, with San Francisco Bay the natural and unavoidable center of all this great theater of activity, what man is short-sighted enough to let pass an opportunity of securing a business location in the fastest growing city of the Pacific Coast.



lows: The Standard Oil Refinery, manufacturing all its byproducts, maintaining a large fleet of vessels plying from its own wharves at Richmond to all ports of the world and sending out a trainload of products every day by rail. These works include a large whale-oil plant, doing busines with the whalers; also can and barrel factories, car shops, acid plants, ship building and repairing works. And every year some new department is added. The plant represents an investment of ten millions of dollars and employs at the present time thirteen hundred men. It is growing larger each year and will soon become the largest refinery in the world; \$500,000 is now being expended in enlarging the plant. The next largest industry in Richmond is the Santa Fe Railroad repair shops and terminal yards, giving employment to five hundred or more people. The Associated Oil Company, the next largest oil company in California, also has a large plant here for the supply of fuel oil.

The California Wineries Association since the San Francisco fire has purchased forty-seven acres of land on the peninsula and has started an investment of \$3,000,000 in



a main storage plant and winery. It is putting up immense brick buildings and will give employment to four or five hundred people. It is on the Belt Railway and has an electric tram line to convey cargoes from cellar to vessel.

The Richmond Machine and Iron Works has built an extensive plant on the south side, at the entrance of the canal of the Point Richmond Canal and Land Company. It employs fifty mechanics. A ship yard with forty men on the pay roll is also in operation on this canal.

The Berkeley Steel Company has erected a large plant on the east side and is shipping structural steel to an extensive market. In a short time one hundred men will be employed.

The Richmond Manufacturing Company is now operating a large furniture factory in the same vicinity, manufacturing iron

beds, chairs and other kinds of furniture. It employs one hundred people.

The Richmond Pottery Company has its plant completed, and is shipping a large amount of fancy pottery, for which the clay here is pronounced very fine. There are four large brick works besides the ones mentioned above, already in operation. The Continental Brick Company and the Richmond Brick Company have extensive plants and are shipping to an unvarying market.

The Los Angeles Pressed Brick Company have their plant here, which employs from 250 to 400 men. This is a large enterprise and it is interesting to know that the brick for the old Palace Hotel in San Francisco was furnished from this site nearly forty years ago.

The Central Brick Company, which employs 150 men, is located about half way to Point San Pablo, on the Belt Railway, and now has orders for six months ahead.

There is also located here a stove foundry, a cocoa works, harvester works, beer depots, planing mills, flour mills, lumber yards, stone yards and immense stone quarries. The Richmond stone quarry company at Pt. Molate on the Belt Line has a large contract for furnishing the material for the new dry dock at Mare Island Navy Yard and is erecting wharves and tramways. Its present contract at Mare Island will last three years. This and many other contracts give employment to a large number of laborers.

Of the minor industries quite a large number are now located





here and many others are about to come. But it is to the large enterprises that Richmond looks for rapid improvement. The diversified character of the enterprises that are now located here is a sufficient guarantee of the superior facilities that have brought them.

Richmond industries are now paying out to employes about one-quarter of a million dollars a month. When you consider how short a time has elapsed since the site of Richmond was what might be termed "good grazing ground," you will acknowledge that there must be considerable enduring advantage to be obtained and enjoyed or such results could not be achieved. It is not extravagant to claim that Richmond will double the value of its present business standing in the next two years, and it would not be even audacious to make the

prophecy that the present industry of Richmond would be increased ten or twenty fold in the next five years.

It possesses everything that goes to make a city, namely: Railroad and shipping facilities, ferry and street railway service, sewers, electric lighting and water systems, banks and stores, grammar and high schools, churches of the leading denominations, parks and skating rinks, opera and vaudeville theatres. The municipal government is ideal and the taxation remarkably low.

Richmond possesses everything that is conducive to your business success, comfort, and amusement.

#### CLIMATE

Californians all have a great forensic combat on the question of climate. It is a theme for discussion at any and all times in every city and hamlet from Shasta to San Diego. At any point between these two extremes the superiority of the climate is very marked over that experienced in the whole United States east of the Sierra Nevada Mountains. There are no such extremes of heat or cold here as experienced in the middle west and on the Atlantic Coast; compared with the East the climate is equable, bracing and free from violence. Its very salubrity as a whole is what gives rise to those fine discrim-



inating debates among the people of the various sections of the State as to its superiority at any specific point. Each section claims some delightful immunity or choice bit of extra not enjoyed by other sections.



SOUTHERN PACIFIC STATION, RICHMOND

### RICHMOND'S CLIMATE

Richmond's climate offers every incentive to man to bring out the best that is in him. It is delightfully cool in the summer and warm and balmy in winter. It has been stated by men who have had years of experience at labor in the countries where the extremes of heat and cold hold sway that a man is capable of at least one-fourth more product for his labor with the same effort here, as elsewhere. Richmond has more sunshine than any of her nearby neighbors. The rugged hills of Angel Island and the peninsula rising in front of her harbor, deflect the fog that floats in at the Golden Gate and forces it to circle around against the hills east of the town. This is a fact that is noticed by everyone at all familiar with San Francisco Bay and its fogs. Richmond's climate is not equalled by that of any

other city on San Francisco Bay or surpassed by any town in California, in fact it has not a superior anywhere in the world.

### PUBLIC UTILITIES

The people of Richmond are supplied with splendid water by the Richmond Water Company, owned by the Syndicate Water Company, which owns the water works supplying the cities of Oakland, Berkeley and Alameda. The local supply comes from wells in the valley near San Pablo Creek. company has, however, lately secured by purchase a watershed of several thousand acres in the Sobrante hills, east of the town, comprising the headwaters of the San Pablo and Pinole Creeks, and will construct a large reservoir and conduct the water to all the cities mentioned. The present water is very soft and pure. The Company has a large cement reservoir on the hills immediately over the town, elevation two hundred (200) feet, into which the water is pumped, and thence distributed through mains with splendid pressure. The Syndicate Water Company bought the Richmond Water Company one year ago, paying therefor \$100,000.00, which was nearly double the amount of the Richmond Water Company's real investment. This fact is a good demonstration of the faith in Richmond's destiny held by outside people whose business it is to fathom the future and invest in the best avenues of increase.

The syndicate, headed by McEwen Brothers, is contemplating the increasing of their present water system to supply all

that portion of Richmond east of Ohio Street, using the Little





THE CALIFORNIA WINERIES ASSOCIATION ON THE BELT LINE R. R

Cerrito as the reservoir site. The capacity of the new plant will be not less than 1,000,000 gallons per day.

### ELECTRIC LIGHT AND POWER

The city is illuminated with electric current furnished by the Richmond Light and Power Company, which company is subsidiary to the Bay Counties Power Company.

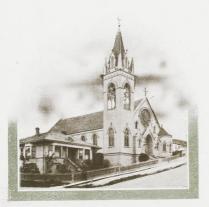
Two gas companies have obtained franchises and in a short time the city will have gas in unlimited quantities.

### ELECTRIC CARS

Richmond has a splendid system of street railways which reaches out into the country and connects the nearby towns, and also connects with the cars of the Oakland Traction Company at the county line. The road is well built, with sixty-five pound rails laid in stone ballast. The cars are of the latest models, with high speed motors and every convenience for comfort. The company is called the East Shore and Suburban Railroad and was financed through Mr. W. S. Rheem, the treasurer of the Standard Oil Works. The company has already more than twenty miles of track, all in operation, and has secured franchises for further extensions. It is claimed that it is only the basis for a network of the electric roads connecting all the towns and industries up the bay as far as Martinez, on the Carquinez Strait.

An electric road to Point San Pablo is now under course of construction and will soon be completed. This line skirts the bay connecting the factories with the center of population and will be a great accommodation to factory employees, over 500 of whom come in on the Belt Line road every night on a passenger train run for their accommodation. This line might also be well termed a grand scenic road, as it runs along the cliffs, affording a rare view of the bay, Mt. Tamalpais and the surrounding country.

A ferry from Point San Pablo to the Marin shore, in close proximity to San Rafael and connecting with the network of railroad lines serving that popular residential section,



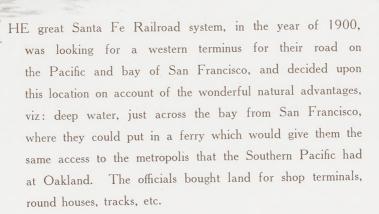
is to be established as soon as this road is completed. This is the best possible solution of the problem of connecting the east shore of the bay with Marin County both as to time consumed and pleasure of the trip.



The Richmond Railway and Navigation Company is organized in the City of Richmond. The company is building the electric railway along the Potrero down to Long Beach. Ultimately this line will be a part of a ferry system across the bay. Richmond terrace, which is to be skirted by this line, is the residence district of Richmond to be sought by those building homes on the higher ground. A rare view is afforded from here of Oakland, Berkeley and the surrounding country. This land also faces on the bay opposite the Golden Gate and slopes down to a beautiful beach.

The people of Richmond are negotiating with the Southern Pacific to run a local train every twenty minutes to San Francisco, via Oakland and Berkeley, the same as they run to Oakland.

# A BIT OF HISTORY



"It was good enough for them."

During the latter part of the last century, about 1894, oil was discovered in Central and Southern California. The wonderful oil strike astonished the world. Soon we had more oil than we could consume, the price declined and declined until no money was to be had from its sale.

At this time, Rockefeller's agents began looking around and gradually bought the output of all the wells that were for sale. They built great storage tanks on the ground and soon began seeking a location for a refinery to refine the oil they were forced to buy in increasing quantities. And so, San Francisco Bay was their only alternative. But where? Oakland had no deep water. Nor Berkeley. San Francisco property was so high that it would have taken millions to buy as well as millions to build on it. So, after investigating all the locations they could find, they too, decided on Rich-



mond as the only available spot where they could build for the future. They required deep water to enable them to ship their product abroad; they required rail to enable them to ship their produce inland. Richmond gave them these facilities.

"It was good enough for them."

The Southern Pacific, seeing the great future in store for Richmond, decided to get a terminus there for its great system. So it bought land for depots, trackage and an extensive water front.

"It looked good to them."

The master minds of these great corporations knew the value of the trade that California's one thousand miles of coast line is sure to attract. Across the water lies awakening China with her teeming millions, and Japan and the Phillippines, Australia, New Zealand and the Islands of South Pacific, and beyond is India with her three hundred millions of people.

North of us lie the timber lands and vast stretches of wilderness to be explored, and further north lie the golden laden mountains and streams of Alaska. East of us in the great central valley is the wonderful grain and fruit country of this State, bordering the valley on the east are the great Sierras with their wealth of mineral and timber, and across this divide but tributary to San Francisco Bay, is the great State of Nevada with its endless wealth of gold, silver, lead and copper, while to the south of us are the tropics with their precious woods and other products—the demand for which will increase year by year. And there is the Panama Canal, which in a few years will enable the commerce of the world to pass rapidly from one ocean to the other.

We have but begun to grow—our dreams in the past have been of small things. Now, our eyes are being opened to the realization of the world's commerce. The goings and comings of it will demand harbors and great wharves and safe havens for the ships, and this is what Richmond will afford.

Rapid changes are taking place in Richmond and the establishment of the new Richmond ferry will probably cause much greater changes, as it will undoubtedly turn the passenger traffic of Berkeley and the north end of the east shore of the bay from Oakland to Richmond, and will be a great factor in the building up of Contra Costa County.



WHARF OF RICHMOND BELT R. R. AT POINT SAN PABLO

The time consumed in crossing the bay will not exceed thirty-five minutes, which is less than the time consumed from Seventh and Broadway, Oakland, and is much less time than is required from Berkeley by the Key Route.

### YOUR OPPORTUNITY

Do you not shut the door in the face of opportunity when you procrastimate in securing for yourself a foothold along this valuable water frontage. Richmond, by reason of her unparalleled location, facing the Golden Gate, bordered for miles by deep water, buttressed by transcontinental railroads and spurred to great achievement, is the place which invites in this book the attention of the manufacturer and the investor.



MAP of the first tract now embraced in the city of Richmond was filed for record June 3d, 1899.

The town was incorporated as a city of the sixth class August 3, 1905. The original boundaries were limited to a small area. On the 22d day of December, 1905, an election was held which resulted in annexing a large section of additional territory, constituting the city of Richmond a very formidable municipality. The boundaries of the city now include an area of about twenty square miles—13,000 acres. They extend from the Alameda County line on the south and west to the Marin County line on the north, both of which lines are well out in the bay. Brooks Island on the south, Red Rock on the west, and the two Brothers Islands on the north are included in the city limits. On one of the latter islands is located a government lighthouse.

### TAXATION

The city of Richmond had in 1906 an assessed valuation of \$3,417,270, making it the seventeenth city in California in taxable wealth. There are many cities in California over fifty years old, and considering that the City of Richmond was not in any manner in existence six years ago this is certainly a gratifying record. All this wealth has been created here



within six years. Previous to 1900 the land on which the city now stands was nothing more than a cow pasture. We are assured by the officials that the value of the property comprising this large acreage was placed very low. Many lots were assessed as vacant property which were discovered, after the equalization board had completed its labors, to have houses on them. In the rapid growth they were overlooked. Another year the assessment will run over \$4,000,000.

### NO BONDED DEBT

The city has no bonded indebtedness and a tax rate of only 35 cents on the \$100, being the amount of road tax which people owning property are exempt from paying into the county treasury. The city has a business-like board of trustees who

are going about a system of public improvements that will prove a great benefit, and the expense of which will scarcely be felt by the property owners. There is only one incorporated town in the State of California which has a lower tax rate than the city of Richmond.

### SEWERS

Part of the city is sewered, the board of trustees having worked out a plan for a systematic construction of sewers and during the present summer the whole city will be sewered. The board has also planned street improvements, which are being rapidly carried out, and this year will see the bulk of these improvements completed.

### BANKS AND STORES

There are two good substantial banks in Richmond and any number of large stores. Goods are sold here as cheaply as in other bay cities. The number and character of our business establishments is increasing rapidly. As a community we are not affected, except very remotely, by a failure of crops or anything of that sort. Our business men can figure to a certainty on the amount of their purchases and sales, which makes it a very desirable point for trade. There is always a steady demand. The conditions and spirit that take Richmond out of the suburban class and give it an independent place



among the bay cities compel broadness and enterprise in business matters not excelled on the Pacific Coast. The citizen of Richmond can purchase all of his needs at home.



THE BANK OF RICHMOND

### SCHOOLS AND CHURCHES

Richmond has a fine system of public schools with buildings on both the east and west sides of the city. Thousands of children were enrolled this year in all departments of the public schools. A new \$25,000.00 public school is being erected to accommodate the rapidly increasing number of scholars.

A district high school costing \$85,000.00 is to be established this year. The school district of Richmond, Stege and San Pablo, by election held in 1906, decided to organize a union high school under the State laws. The board of trustees of the new school have selected a site which is located within the city limits.

All the leading denominations have churches in Richmond.

The Methodist, Baptist, Christian, Presbyterian and Roman Catholic have each erected a commodious house of worship. The Episcopalians have a large membership and will erect a handsome edifice during the present year of 1907.

### THEATERS

A \$20,000 opera house has just been completed by the Richmond Opera House Company, Incorporated, and opened July 1st. This is on the Sullivan and Considine Circuit and is under the management of M. B. Curtis—"Sam'l of Posen." Plans are also under way for another vaudeville theater to be erected before the year is out.

### PARKS

The East Shore and Suburban Electric Road has established a beautiful park of seventeen acres at the terminus of their Stege line. It has refreshing green swards, lakes of clear, sparkling water, beautiful trees and shrubbery, and an entrancing variety of flowers and foliage. The company has erected there a large pavilion which is used for roller skating, balls and other large assemblages.

The City Trustees are at this writing negotiating for land upon which it is proposed to establish a public park. It is intended to secure the land before advancing values put it out

of reach, then to follow up the purchase with gradual improvement, making it in time a beautiful resting place for the toiling thousands of population that are certain of taking up a residence here, as the years advance.

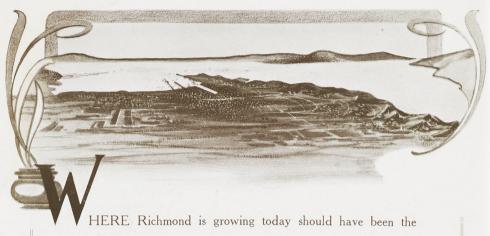




BUILDING AND BANK OF THE IVERSEN BANKING COMPANY MACDONALD AVENUE

### SITE NEAR NEW CAPITAL

The General Assembly of California, recently adjourned, passed by a more than two-thirds vote in each house, a proposition to remove the State Capital from Sacramento to a site between Richmond and Berkeley. The proposition will be voted upon by the people of the State next year and it is generally credited that it will carry. In the event of the removal of the State Capital the benefit to Richmond would be unlimited. The site of the new Capital would be only one-eighth of a mile from the Contra Costa County line and nearer to Richmond than to Oakland and would have the effect of filling in all the intervening territory with population and merge all municipalities into one city, commercially at least, if not politically.



HERE Richmond is growing today should have been the site of the great metropolis on the bay of San Francisco. That it will yet be a large city is a foregone conclusion. The finger of destiny never pointed with greater precision, more absolute direct certainty, than to this fulfillment of a prophecy that is already on every one's tongue. The city of San Francisco should have been located here. The Chamber of Commerce asks the reader to note with it a few of the salient reasons for this assertion.

### IDEAL PLAIN FOR CITY

Added to the points mentioned is the magnificent lay of the land for a great and beautiful city, its thorough adaptability to every requirement of commerce with beautiful and inspiring surroundings for refined, aesthetic homes.

Along the water's edge is a ridge of hills whose elevation varies from one to three hundred and fifty feet. Back of these hills, a distance of only about one-fourth of a mile from the bay, begins a level plain which extends east to Sobrante hills (a part of the Coast Range), a distance of four miles or more. All this land is a projection into the bay. On the north (four miles) is the San Pablo Bay; on the south (two miles), is San Francisco Bay. The level land near the bay is marsh and would require but a very moderate expenditure for the construction of



JUNCTION OF WASHINGTON AVENUE AND STANDARD AVENUE

a canal connecting the two bodies of water. The upper bay has a tide level nearly two feet higher than the lower bay, which would insure a steady current through the canal and would afford a land-locked inner harbor six miles long. There is already a small canal down from the San Pablo Bay, about two miles, and the big ship canal, or which mention is made elsewhere, is being constructed from the lower bay. These canals will no doubt in time be connected for drainage purposes, if for nothing else.

### WHY SAN FRANCISCO WAS NOT LOCATED HERE

With all these magnificent natural advantages is it not strange that the great metropolis of the Pacific was not located here? If the task were to be done again, no one admits that such a monster mistake would be made. The only apology

for the error is that at the time the embryo city was in its infancy there was scarcely a thought of railroad communication. All commerce was by water. Railroads were yet little more than an experiment. The great advantages of what is now the growing city of Richmond were not visible to those who came in the early years. They cared but little for commercial facilities in those days. They flocked around the old mission on the peninsula nearest the ocean, upon whose bosom they were borne into the harbor, and thus was the nucleus formed which grew into a great city now buttressed by wealth and grandeur and which even earthquake and fire cannot check. At present on the east side of the bay there is a great population and every evidence that within a few years there will be as many as are numbered in the metropolis, perhaps more. San Francisco may always remain the counting room, but the workshop, the industrial population will by the laws of greater economy be maintained on the east side of the bay.

On this point the veteran historian, H. H. Bancroft, in his recent volume, "Some Cities and San Francisco," gives some interesting and important information. He says, "As to location city sites are seldom chosen by covenience, or the fittest spots favored. Chicagoans assert that a worse place than theirs for a city cannot be found on the shores of Lake Michigan. New York would be better up the Hudson, London in Bristol Channel, and San Francisco at Carquinez Strait. Indeed, it was by a Yankee trick that the sand-blown peninsula secured the principal city of the Pacific. It happened this way. General Vallejo, Mexican Commandante residing at Sonoma, upon the arrival of the new American authorities said to them: 'Let



it bear the name of my wife, Francesca, and let it be the commercial and political metropolis of your Pacific possessions, and I will give you the finest site in the world for a city, with state house and residences built and ready for your occupation.' And so it was agreed, and the general made ready for the coming of the legislature.

"Meanwhile, the American alcalde, who had established his rule at Yerba Buena, a trading hamlet in the cove opposite the island of that name and nucleus of the present San Francisco, came to Folsom, United States army captain and quarter-master, to whom had been given certain lots of land in Yerba Buena, and said: "Why not call the town San Francisco, and bring hither ships which clear from various ports for San Francisco Bay?" And so it was done. A year or two later, with

five hundred ships of the gold-seekers anchored off the cove, not all the men and money in the country could have moved the town from its ill-chosen location."

One needs only to go and look around the metropolis of the Atlantic to see how it is bounded by water barriers which forces hundreds of thousands of population to the opposite shores, to prophesy with accuracy as to the ultimate expansion on the east side of San Francisco Bay. The reasons for industrial supremacy on the continental side of the bay here are emphasized more strongly than in New York. Here, inevitably, by the compelling force of economy of time, effort and cost must be the point of transfer from ocean carrier to land carrier.

### HISTORIAN'S PROPHECY

It is very much in point here to quote again from the historian, H. H. Bancroft. In his latest production, "Some Cities and San Francisco," he says: "San Francisco is already a large manufacturing city; it will be many times larger. Around it several hundred miles of bay shore and up to the Carquinez Strait will be thousands of industries today not dreamed of, and all ministering to the necessities of the thousands of cities of the Pacific. There is no place in the world better adapted for manufacturing. All sorts of raw material can be gathered here from every quarter of the earth at small cost, lumber, coal, iron, wool, and cotton for a hundred factories, and mineral ores for reduction. Likewise labor at a minimum wage, congress and lords of labor permitting. Add to these advantages a climate cool in summer and warm in winter, where work can be comfortably carried on every day in the year, and a more desirable spot cannot be found.



### CITY OF THREE OR FOUR MILLIONS

"Industrially San Francisco should dominate the Pacific," says Bancroft, "for it has firm land and islands, upon whose borders is to be found more natural wealth, mineral and agricultural, than upon those of all the other waters of the earth combined, the exploitation of which has scarcely begun. Here in abundance are every mineral and metal, rich and varied soils, all fruits and native products, fuels and forests, for some of which we may even thank earthquake and kindred volcanic forces. Manufactures compel commerce, and the commerce of the Pacific Coast will rule the world. The essentials of commerce are here. Intelligence and enterprise are here and open to enlargement." He adds that "In and around the city are already more people than there were before the fire, and soon there will be twice as many; there would be nothing strange in a city here of three or four millions of people in another sixty years."

### AN INDUSTRIAL NECESSITY

"If history and human experience teach anything," says this great historian, "if from the past we may judge somewhat of the future, following the inevitable, as civilization takes possession of the Pacific, the last, the largest in its native wealth as well as in its potentialities the richest of all, it is not difficult to see that the chief city, the mistress of this great ocean, must be mistress of the world. But this is not all. A great city on this great bay, beside the greatest of oceans, centrally situated, through whose Golden Gate pass the waters drained from broad fertile valleys, a harbor without an equal, with some hundreds of miles of water front ready for a thousand industries, where ocean vessels may moor beside factories and warehouses, with a climate temperate, endurable, healthful and brewed for industry; a city here is an inexorable necessity, its industry is assured; and all the powers of graft and greed cannot prevail against it. It is a military necessity, for here will be stationed the chief defenses and defenders of the nation's western border. It is an industrial necessity, for to this city three continents and a thousand islands will look for service."

### NOW IS THE TIME TO INVESTIGATE

If you are in the least skeptical about the statements or illustrations shown in this book do not express an opinion until you can say, "I have been there and looked over the city and made inquiry as to the statements concerning its present and future prospects." Then, and not until then, should you express your opinion.



RICHMOND HOMES BY THE SEA

The people of Richmond and the members of Richmond's Chamber of Commerce have no objection to hearing the criticism of anyone who has seen the enterprises already located here and who has noted the starting of other enterprises aggregating over \$20,000,000.00 investment.

We cannot be successfully contradicted when we assert that criticism cannot be honest or intelligent unless the critic has inspected Richmond as it is. A good idea of Richmond's present and future can be obtained by inspecting the following: Standard Oil Company's plant—Atchison, Topeka and Santa Fe Railway Terminus—the waterfront of 15 miles, all 40 to 60 feet deep—Ship Canal of the Pt. Richmond Canal and Land Company which reaches to the heart of the city—Belt Railway connecting the Southern Pacific main line branch

with the Santa Fe system, and the vessels along the wharves carrying cargoes to all parts of the world, as well as to all points along the Pacific Coast. He should also see the Richmond Belt Railway wharves, costing \$250,000.00, and the location where, during this year, another \$250,000.00 will be used in the construction of more wharves—California Wineries Association's \$3,000,000.00 plant—Richmond Machine and Iron Works—Berkeley Steel Company's plant—Richmond Manufacturing Company's plant for manufacturing furniture, and the plants of the following brick companies: Richmond Pottery Company, Continental Brick Company, Richmond Brick Company, Los Angeles Pressed Brick Company, the Central Brick Company and many other enterprises that are in evidence on every side. To enumerate all would only serve to tire the reader.

We therefore request that you see for yourself the wonderful development of Richmond, and in consequence be convinced that Richmond will be "the Pittsburg of the West."

As business men, you know that large interests would not be rapidly centering in Richmond were there no positive indications that a substantial profit would result. The men that are at the head of the large enterprises, hereinbefore mentioned, are not given to taking chances when it comes to starting plants for manufacturing purposes.

The foundation for business success is here, both as to natural and man-made advantages. A close study of the claims that have been made herein will convince even the man possessing only ordinary business sense that Richmond as a "Pittsburg" is no day-dream; on the contrary he will



admit that in the near future smoke from hundreds of manufacturing industries will curl skyward. We wish you to see the possibilities of Richmond as we know them to be, not only because it is to Richmond's interest, but for the further reason that every advantage necessary to successful and profitable operation is here.

Richmond is not endeavoring to attract people that have done with business in its active stage and who only desire to do business as a means of keeping their minds busy. What she desires, and will have, are energetic business men of means to make good her ambition to be the "Pittsburg of the West."

And why should not this ambition be realized in a few short years? Is there anything lacking in her position on the bay, or are her competitive advantages by land any less than those enjoyed by even the most favored of eastern competitors? Are there any evident disadvantages that are even speculative and that cannot be easily and profitably overcome if they should arise? Why, then, should you hesitate when over \$20,000,000.00 are already invested by well-known captains of industry and thousands of workmen are already engaged in furthering this ambition to be the "Pittsburg of the West" to the betterment of their own financial standing?

"The business offices of many of the enterprises already established here and those that are contemplated are located in San Francisco. This is as it should be for the present, and perhaps for several years to come, for the reason that the order of progression of all cities is: first, adequate shipping facilities and manufacturing that will bring thousands of workmen and thereby compel the building of homes and supply stores; second, street railways, well-paved and lighted streets and avenues and accompanying accessories; and then the office buildings.

Richmond is now well into the first stage of development which is never a picturesque or attractive condition to any but the far-seeing and keen-witted business man, and the land speculator. The last named, it is true, helps in the work of development, but he is not so necessary as the manufacturer with his hundreds and thousands of employees and the comfort-giving public utility corporations. They are the essentials to quick development, and it is to them that Richmond offers opportunities the like of which has never before been obtainable on this Coast at such a minimum cost for initial installment.



A CHINESE SHRIMP CAMP

Richmond has during the past six years steadily and quietly made great strides in the ambition to be a rival of Pittsburg. She is now in a position to invite the attention of the world to what she has accomplished in these half dozen years and to the great advantages that she still offers to all who have the business acumen to grasp their significance. In concluding we wish to state that we have not endeavored to exaggerate or to paint Richmond other than as she is, nor have we made claims that are even improbable not to say impossible. Our only object in the issuing of this short description of Richmond is to induce you to investigate—if this object is attained we will feel that our effort has not been in vain.

Richmond Chamber of Commerce.

# Richmond Chamber of Commerce



THE Richmond Chamber of Commerce is an incorporated body having over 300 stockholders, business men and citizens of Richmond. The Chamber of Commerce was organized to promote the interests of the growing city in every way.



### Officers and Directors:

H. C. CUTTING, President L. D. DIMM, Vice-President

H. L. BOSWELL, Secretary

Dr. C. R. BLAKE, Treasurer

I. L. DEARBORN

W. E. BARTHOLOMEW

A. F. HORTSMAN

E. M. TILDEN

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JOHN Q. BLACK



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3

# Committee on Streets and Tighways

Dr. H. N. Barney Bert Curry Daniel Barton P. Church E. M. Tilden

C

### Committee on Parks and Boulevards

Dr. P. C. Campbell Dr. C. R. Blake Fred Meyers R. N. Wood J. R. Nystrom

od

## Committee on Nisitors Reception

E. B. Smallwood W. L. Drake F. E. Adams P. M. Dean G. C. Henley

3

### Committee on Resolutions, Printing and Press Notices

H. H. Turley Jos. Iversen L. D. Windrem W. H. Marsh Dr. W. B. Brown

a

### Committee on Law and Legislation

L. D. Windrem
L. D. Dimm John Roth
J. L. Kennon H. H. Turley

### Committee on Gotels

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# RICHMOND

"The Pittsburg of the West\_"

HOUSE D GOLDE PA

PACIFIC

